

M. SANTOS-DUMONT IN THE WORLD'S FAIR CITY.

"If the World's Fair accomplishes nothing more for science than to stimulate the conquest of air by man, it will have served a noble purpose."—M. Santos-Dumont.

"The contest should be open to crafts of whatsoever kind, with speed as the only test, and it should be conducted on a triangular course of five miles."—M. Santos-Dumont.



EXPLAINING THE LAYOUT OF THE AERIAL COURSE.

Santos-Dumont and M. Aime, Secretary of the Paris Aero Club in the middle foreground and Directors C. W. Knapp and Nathan Frank, Secretary Stevens and Robert Moore listening to Professor Woodward of Washington University on the Administration Tower.



By a Republic Photographer.

"THE SHEDS FOR THE AIRSHIPS SHOULD BE THERE." Santos-Dumont with members of the Airship Committee eighty feet in the air, on the summit of the tower of the Administration. The famous visitor is indicating his choice of location for aerodromes and starting point for the great aerial race.

Aeronaut Made His Entrance to St. Louis in Locomotive Cab—Great Crowd Great Awaited Him at Union Station—Posed for Many Cameras—Visited World's Fair Site and Pointed Out Course for Airships.

Santos-Dumont yesterday scanned the field over which the aerial crafts of the world will contest for the World's Fair \$200,000 prize. He was afforded a place of vantage from the battlement of the Administration building on the Exposition site.

"It is very good," exclaimed the little wizard. "The airship sheds should be located there." The extended hand which is used in guiding his weird craft into the silent realms of the birds indicated a spot away below and far distant from the Administration building.

It lay in the yellow dust of the extreme western limit of the Washington University tract. Seven hundred feet stretched beyond the mark.

"That space must be reserved for the airships to clear the earth as they rise to take their upward flight. It is best to have a course where there would be no danger from fire if an airship fell on them."

Members of the Aerial Committee glanced at one another. After a pause, Secretary Stevens suggested that plenty of green straw and straw would be spread below to prevent any hard feelings against the Exposition Company, on the part of the daring aeronauts.

"The Santos-Dumont No. 7 will carry five persons," was the Brazilian's quiet comment. Secretary Stevens looked serious. Then the party fell to discussing the length and shape of the course. Someone recalled the aeronaut's Paris interview, in which he had suggested an aerial race track fifteen miles in a circle, marked by captive balloons.

"Oh, no, I have seen the city. It would not do. The course must be in plain sight of the Exposition grounds."

of the Exposition visitor. He is the one to be pleased." Mr. Santos walked to the side of the tower overlooking Forest Park. "A triangular course," suggested Director Frank.

"That is the thing." The soft tones of the aeronaut took the sentence out of the Director's mouth.

"A triangular course, one mile to one leg and two miles to either of the others," said Santos. "The start should be made out there where the sheds will lie. The airships should sweep past the Exposition grounds in sight of every one. They would get away on the one-mile leg toward a captive balloon anchored right over there." He pointed to an imaginary mark to the southeast, over the wooded plateau of the Forest Park section of the site.

"Then they would make the first turn and get under full headway along the stretch of two miles out in that direction," his finger carried the eyes far into the distance, over and beyond Clayton.

"There the second captive balloon would mark the next turn. It could be seen plainly by the naked eye in this clear sky. Back again for the Exposition grounds they would come on the home stretch for two miles, finishing at the starting point, right here at the sheds, where the third captive balloon would be stationed."

"It would all be in plain view," he said with enthusiasm. "Over such a course, the land would be free for alighting in case of accident."

SPEED SHOULD BE THE TEST OF MERIT.
"What should be the test of merit?" he said, repeating the question put to him. "Speed," he answered decisively. "Nothing but speed could be the test. There is no other test. Can you name any? Safety? Who is to pass on such a thing. The airship that makes the course and comes in first. That is the paramount test."

RULES FOR AIRSHIP RACE SUGGESTED BY M. SANTOS.
"The race of the airships should be made over a triangular course. One leg of the course should be one mile and the others two miles long. The shortest leg should be over the Exposition grounds, or just to the west of them, so that the spectators could have a clear view."

"Aeroplanes should be made to race against dirigible balloons. No class distinctions can be drawn as between the methods to be employed by the contestants. The airship that makes all the turns of the course and comes home first should be the winner."

"Speed should be the only test of merit. There are no other standards to judge by. Safety cannot be considered, for who is to settle such a point? The airships which cover the course without falling or being obliged to alight are the best."

"The course should be laid out by three captive balloons and should be over such sections where there is no danger of setting fire to Exposition buildings, if one was to fall on the roof. Yet it should be in view of those for whose entertainment the contest has been provided."

"The country about the Exposition presents fine opportunities for a great contest. It is limitless and is attended by little danger. The start should be made about midway on the Washington University tract, leaving 700 feet of clearing distance as the ships leave the earth to take their upward flight."

"Flights above the city are not to be considered. The airships would be lost in the smoke. Smoke would bother the aeronaut. It was so smoky when I made the voyage around the Eiffel Tower that I could not see the tower. I just steered for the spot where I knew it poked its spire into the heavy mantle of smoke."

"I steered by the country beneath me."

loons? Why not? There should be no class distinctions. If a ship can't get into the air it will not be in the race. It's just as a navigator of the air will be. No bar is placed against the method to be employed. If the craft obeys the guidance of its operator, it will make all of the turns and get home if it has the power. No, there is

SANTOS MISSED A BANQUET WAITING FOR HIS TRUNKS.

The Wizard of the Air was in a distress yesterday for clothes. He disappointed the guests of the Commercial Club banquet last night at the St. Louis Club, because his trunks failed to arrive.

He was forced to apologize for his spotted linen at the club when he went there in the afternoon by appointment to meet the Aerial Committee of the Exposition. It happened this way:

Santos took a ride on a locomotive running eighty-five miles an hour between Terre Haute, Ind., and Effingham, Ill. The cinders rained upon him and he was covered with dust and grease when he stepped from the train at Union Station. He felt sorry for his begrimed appearance and apologized.

At the Southern Hotel he would take a bath, have a shave and make himself presentable. Conscious of the rejuvenated presence he expected to make at the St. Louis Club, he bowed himself away from the Aerial Committee with such an excuse. But he discovered that his trunks had gone astray. He had to wear the remnants of the engine ride on his collar to the club, and he apologized again.

He forgot his tribulations, however, when he accepted an invitation to become a guest of the Commercial Club, for he thought he would feel easy in evening dress when he returned to the hotel. Alas, the trunks were still missing when he rushed into his apartments to make a hurried change. The dauntless explorer of the air wonders if his whole stay in St. Louis must become one long apologetic wait.

no reason why the aeroplane should not race against the dirigible balloon. There is no standard by which the methods may be differentiated."

CAPACITY OF CRAFTS NOT OF CONSEQUENCE.

"Should not the carrying capacity of the airship or its availability for general transportation uses be considered in awarding the prize?" was asked.

"How are you going to decide?" was the answer. "If you consider speed alone, you have a clear standard of merit. If you add other considerations, you will create confusion."

He was ever ready with these quick responses, uttered almost before the question was fairly launched.

He was asked early in the afternoon whether he would make a speech at the dinner of the Commercial Club, to which he had been invited.

"I am not a public speaker," was the reply.

The aerodrome, or shed, in which M. Santos intends to house his airship at the starting point on the Exposition site, will be 200 feet long. It is to be constructed with a cover impervious to weather conditions. At the moment of the start the roofs will swing open from the center and the ships thus released will arise like a covey of pigeons. No chance is presented for jockeying. The ship which fails to arise or becomes disabled will be left at the post, as it were.

CROWDS AT STATION SURPRISED THE AERONAUT.

M. Santos is not a man who easily expresses surprise, but he literally threw up his hands at Union Station when he surveyed the crowd of 2,000 persons who blocked the Midway as he passed through

gate No. 11. Before he could reach the gateway he looked into the lenses of many cameras. For a moment the intrepid aeronaut was abashed. He looked appealingly at Secretary Stevens and Chief Willard Smith. They reassured him, and he bravely faced the battery.

The arrival of the celebrity caused a great stir, but there were no noisy demonstrations. A murmur of delightful admiration came from several hundred women in the press of people. Some of them waved their handkerchiefs. A squad of police made a passway across the Midway through which the distinguished visitor passed out. He regained his composure instantly and smiled at the curiosity displayed.

POSED IN CARRIAGE FOR CAMERA ARTISTS.

The party, including M. Santos-Dumont, M. Emmanuel Aime, secretary of the Paris Aero Club; Secretary Stevens of the Exposition Company; Chief Willard Smith of the transportation department; and John Leburns of the Publicity Bureau took carriage at the porte cochere of the Station. The carriage was halted before it had left the Station by other knights of the camera who begged for a "shot." M. Santos arose in the vehicle and obliged the crowd.

At the Southern Hotel, whether the party was taken, M. Santos was met by Messrs. C. W. Knapp and Nathan Frank of the Exposition Aerial Committee and Acting President Spencer of the Exposition Company. Secretary Joseph Flory of the National World's Fair Commission was present.

M. Santos excused himself while he removed the stains of travel, but he was charmed to discover that his trunks had failed to follow him to the hotel.

The members of the Exposition Aerial Committee departed for the St. Louis Club, where the party had fixed its rendezvous. Here they were joined by Professor Woodward and Robert Moore of the Expert Committee, which will be advisory in its character.

The failure of the trunks to reach the hotel delayed M. Santos' arrival at the club. It was then 4 p. m., and only a few minutes were spent in the clubhouse where the aeronaut met a number of clubmen.

The party hastily entered the carriages and were taken direct, by way of Lindell boulevard, to the Administration building in the Exposition site.

PREPARATIONS AT SITE ASTOUNDED THE VISITOR.

On the way out M. Santos expressed his agreeable surprise at the resident sections. The course of the drive was enlivened by the presence along the avenue of many ladies, who recognized the famous visitor and signaled him a welcome. When the site came into view, M. Santos began to stand in the carriage to get a better sight of the activity.

"It is big, very big," he said, opening his arms to express his astonishment. "It is a great site. Directors Knapp and Frank kept him busy looking from one point to another. The impressiveness of the site seemed to impress him, for his eyes sparkled and he kept up a running fire of questions."

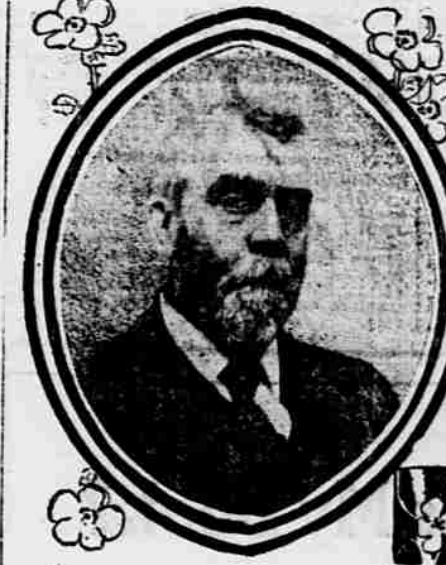
The imposing facade of the Administration building appeared at the end of the drive. M. Santos got to his feet in the carriage and looked over the heads of those on the front seat. The carriages were stopped at the side entrance and M. Santos was escorted up many winding stairways to the attic, where the remainder of the way became a climb up ladders and cleared footboards.

CLIMBED UP LADDERS TO TOP OF BUILDING.

M. Santos smiled when he beheld the ladders. He looked behind once and then ran up the rounds with the agility of a sailor. Emerging from the hatchway he shook himself as though he was getting into his natural element. The air was keen, and an unobstructed view of the surrounding country was unfolded.



Indicating to World's Fair Aerial Committee where the aerodromes should be located and the course the airship should take in their races.



ROBERT MOORE.



CALVIN WOODWARD.

TROLLEY RIDE OVER CITY IS PLANNED FOR TO-DAY.

Santos-Dumont will make a tour of the city on the private car Electra this afternoon. The sightseeing will extend into the fresh fields of St. Louis and terminate for a time at the Country Club, where luncheon will be served, and where he expects to meet many clubmen prominent in business and social circles. Incidentally, the aeronaut will view the topography of the country over which he has suggested the airships should travel.

Another opportunity will be afforded the public to see the celebrated Brazilian Monday morning, when, accompanied by Professor A. L. Rotch of Harvard University; C. D. Mosher, the fast yacht builder of New York; Professor C. M. Woodward of Washington University, and Robert Moore, president of the American Society of Civil Engineers, his conferees on the Committee of Experts, he will again visit the Exposition site for a more extended observation than yesterday's trip permitted.

A public reception may be given by the aeronaut in the evening at the Southern Hotel. The afternoon of Monday and all of Tuesday will be taken up by the conference of the Exposition Aerial Committee and the Expert Committee at the St. Louis Club.

airship sheds on the ground of Washington University tract, immediately west of the Administration building.

M. Santos and M. Aime listened attentively. They consulted at intervals. Then the aeronaut began to give his opinions. He made it plain that the sheds should be situated as near the Administration building as it was possible to place them. He said that it was desirable to place them within easy access of the most people. Director Frank explained that the stadium to be placed near the southwest corner of the tract would afford a seating capacity for 50,000 spectators. The aeronaut liked the idea.

He asked the distance which would remain between the sheds, if they were placed where he indicated, and the extreme verge of the Exposition site on that quarter. Professor Woodward said that the distance would be more than 700 feet. M. Santos thought it would be sufficient to permit the airships to clear the tall body of timber which begins at the edge of the cleared space.

RETURN TO THE CITY; PLANS FOR TO-DAY.

After laying out what he considered to be the proper course for the airships to take, M. Santos descended to the floors of the Administration Building and was shown the

office divisions, in which he expressed great interest.

The party then re-entered the carriage and was taken back to the city. On arriving at the Southern, M. Santos was disappointed to find that his trunks had not yet been reported. He was obliged very unwillingly, to send his regrets to those who had invited him to become a guest of the Commercial Club at its banquet at the St. Louis Club.

He will rest this morning before undertaking the tour of the city this afternoon in the private car Electra, which will take the Air King to the Country Club, where luncheon will be served. Then the party will be taken to the Log Cabin Club. In the morning the first of the sessions of the Conference Committees will begin at the St. Louis Club. They will be concluded Tuesday night, when M. Santos will return to the East to prepare for his home voyage.

VROOMAN PLANS MODEL TOWN. Projects Village for Benefit of Children Near Kansas City.

REPUBLIC SPECIAL.
Kansas City, Mo., April 19.—Walter Vrooman, founder of Ruskin College, in England, announced to-day that he will build a model village near Kansas City at his own expense.

"The village," said Mr. Vrooman, "will be built more for the welfare of children than grown people. There will be playgrounds of all kinds, and one of the principal buildings will be a house where children can live under the care of young women nurses and teachers."

Mr. Vrooman said that he would open twenty-five co-operative stores in Kansas City within a few weeks.

"I have already determined upon the location of twenty of our stores," he said. "They will be opened at once. The factories in the model village will produce articles that will be sold in the stores."

QUINCY BRIDGE BILL WAS PASSED.

Other Bridge Measures Also Received the House's Indorsement.

REPUBLIC SPECIAL.
Washington, April 19.—Representative Lloyd of Missouri to-day called up the bill providing for the rebuilding of a draw span across the Mississippi River at Quincy by the Quincy Railroad Bridge Company. After some discussion the bill was passed.

Representative Chandler of Mississippi called up and had passed the bill authorizing the construction of a bridge across the Pearl River between Columbia and Purvis, Miss., by the Northern and Mississippi Midland Railroad Company.

The House also passed the following bills: Authorizing the construction of a bridge across the Cumberland River at Davidson, Tenn., by the National Terminal Company. Authorizing the Shreveport Bridge and Terminal Company to construct a bridge across the Red River at Shreveport, La., for a monument marking the site of the Fort Kearney massacre. Authorizing the construction of a bridge across the Emory River in Tennessee by the Tennessee Central Railway Company.

Oklahoma Bill Passed.
Washington, April 19.—The bill creating two Associate Justices in Oklahoma was passed to-day by the House. The bill provides that appointees shall have been residents of the Territory for at least one year.